

Preliminary Alternatives Analysis



THE ALTAMONT CORRIDOR RAIL PROJECT

Presentation for
Public Meetings and Online Webinar

February and March 2011



U.S. Department
of Transportation
**Federal Railroad
Administration**



**CALIFORNIA
High-Speed Rail Authority**



**SAN JOAQUIN
REGIONAL
RAIL COMMISSION**



Altamont Corridor & California High-Speed Train System



- Supports intercity and commuter service between northern San Joaquin Valley and Bay Area via the Tri-Valley area
- Serves as feeder service to statewide high-speed train network
- Potential connections to BART in Livermore and/or Fremont/Union City area to serve Oakland and Oakland Airport
- Provide regional rail infrastructure compatible with high-speed train equipment
- Potential to operate service between Sacramento and San Jose via Stockton
- Potential to operate service between Merced and San Jose on branch line

Existing ACE Service





Existing ACE Train Service





Altamont Corridor Rail Project







Altamont Corridor Connectivity





Altamont Corridor Partnership Working Group



The ACPWG brings together local partners for the purpose of identifying goals, objectives, and key features of a joint-use regional rail improvement in the Altamont Corridor.



Alameda County
Transportation
Commission



TRI-VALLEY REGIONAL RAIL
POLICY ADVISORY COMMITTEE





Public Outreach and Scoping

❖ Public Scoping Meetings

- Scoping meetings in Stockton, Livermore, Fremont, and San José in November 2009
- 104 comments, 30 route maps submitted

❖ Initial Alternatives

- Presented to Board on May 6, 2010

❖ Agency, Municipality, and Stakeholder Meetings

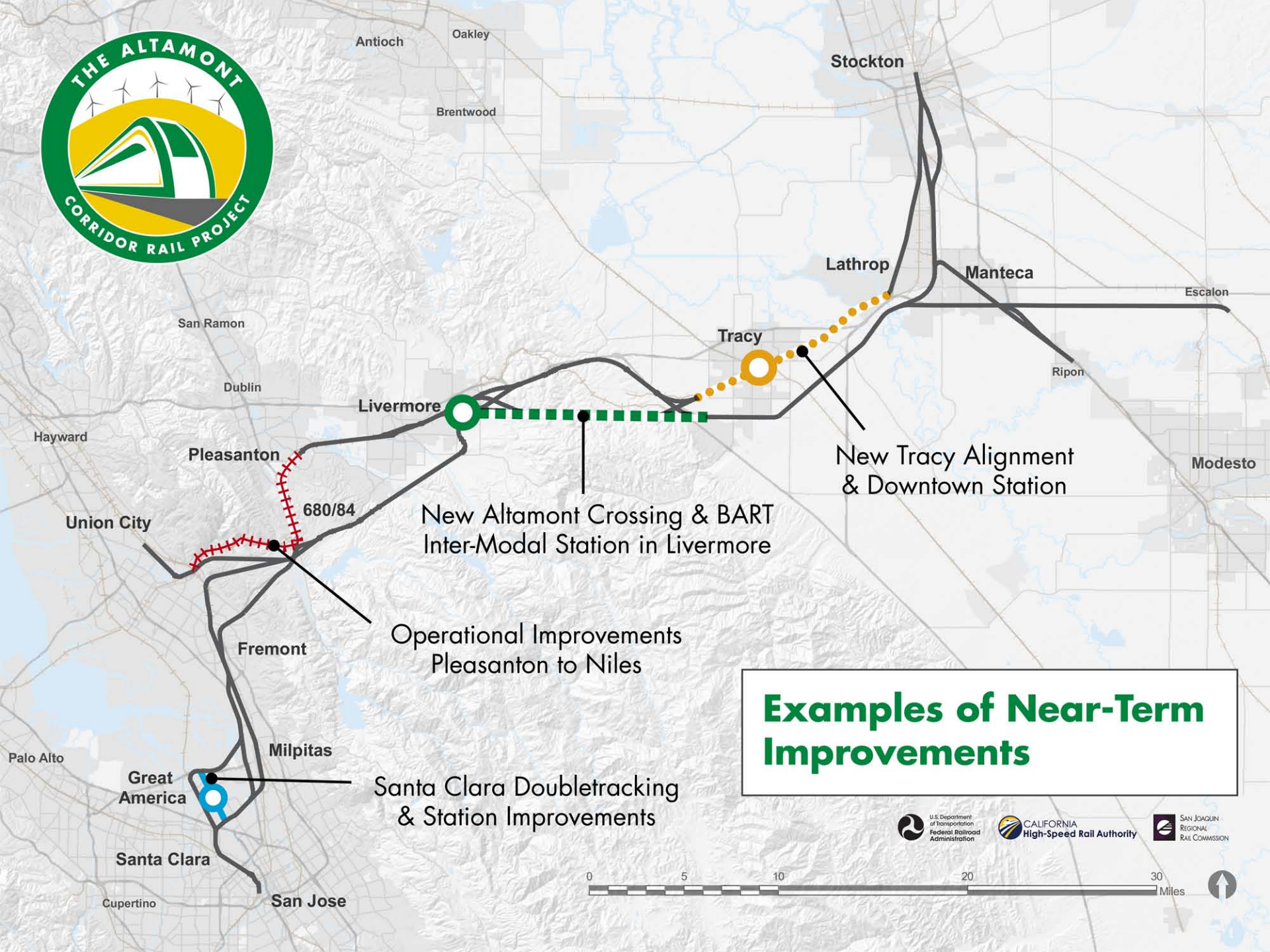
- Altamont Corridor Partnership Working Group
- Tri-Valley Regional Rail Policy Advisory Committee
- Alameda County Transportation Commission (ACTC)



Additional Alternatives Outreach

❖ Stakeholder Meetings (cont.)

- Local Government Technical Working Group
- City of Santa Clara Transportation Department
- San Joaquin County Board of Supervisors
- Stockton City Council
- Tracy City Council
- Resource agencies, such as USFWS and US EPA
- Livermore Area Parks and Recreation Parks District
- California Association of General Contractors, Tracy Rotary Club and Chamber of Commerce, Campaign for Common Ground, and Fremont Exchange Club



Examples of Near-Term Improvements



0 5 10 20 30 Miles



Potential Project Phases & Stop Short Options



Potential Project Phases & Stop Short Options



Potential Project Phases & Stop Short Options



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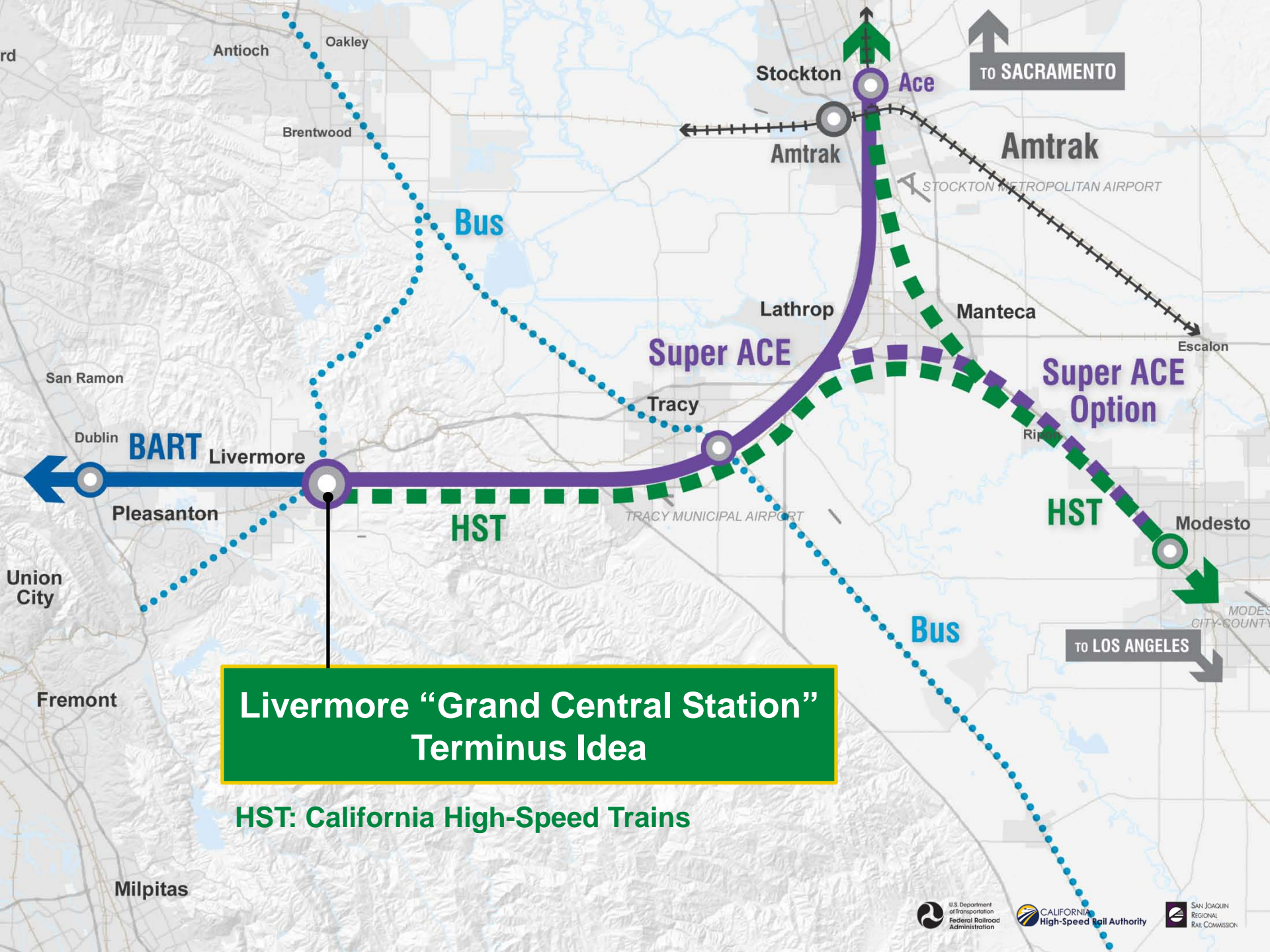
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Potential Project Phases & Stop Short Options



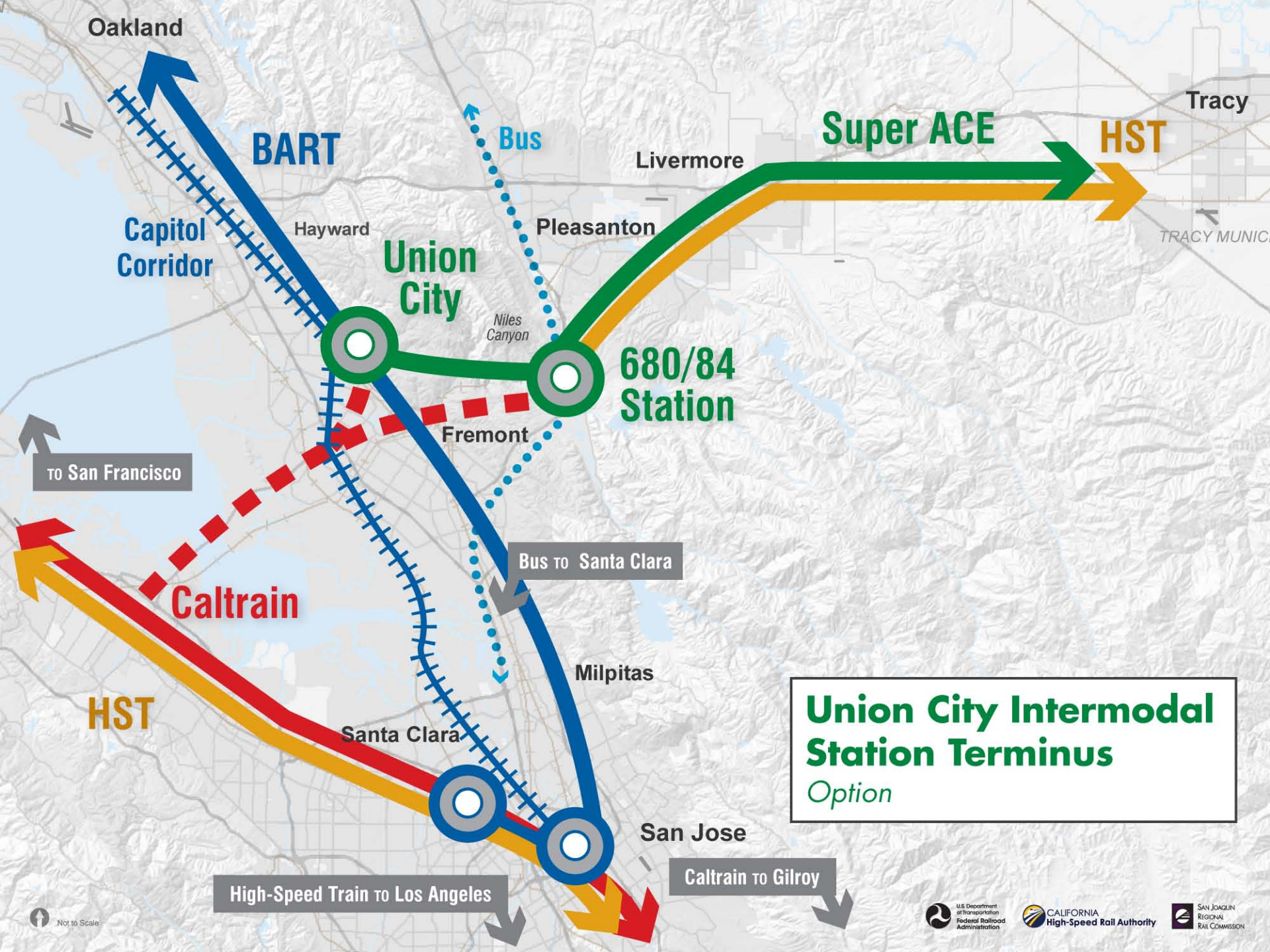
Potential Project Phases & Stop Short Options

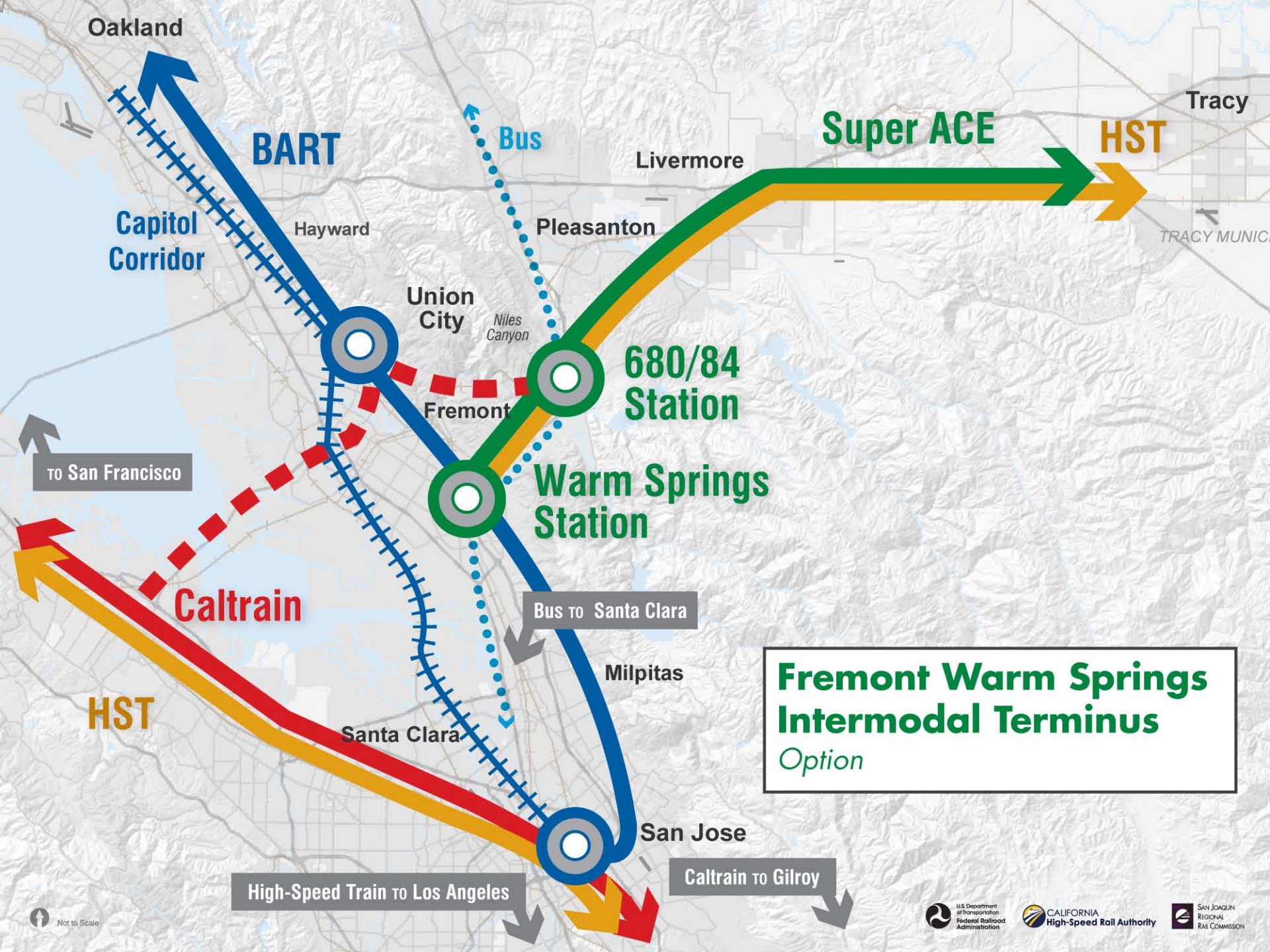


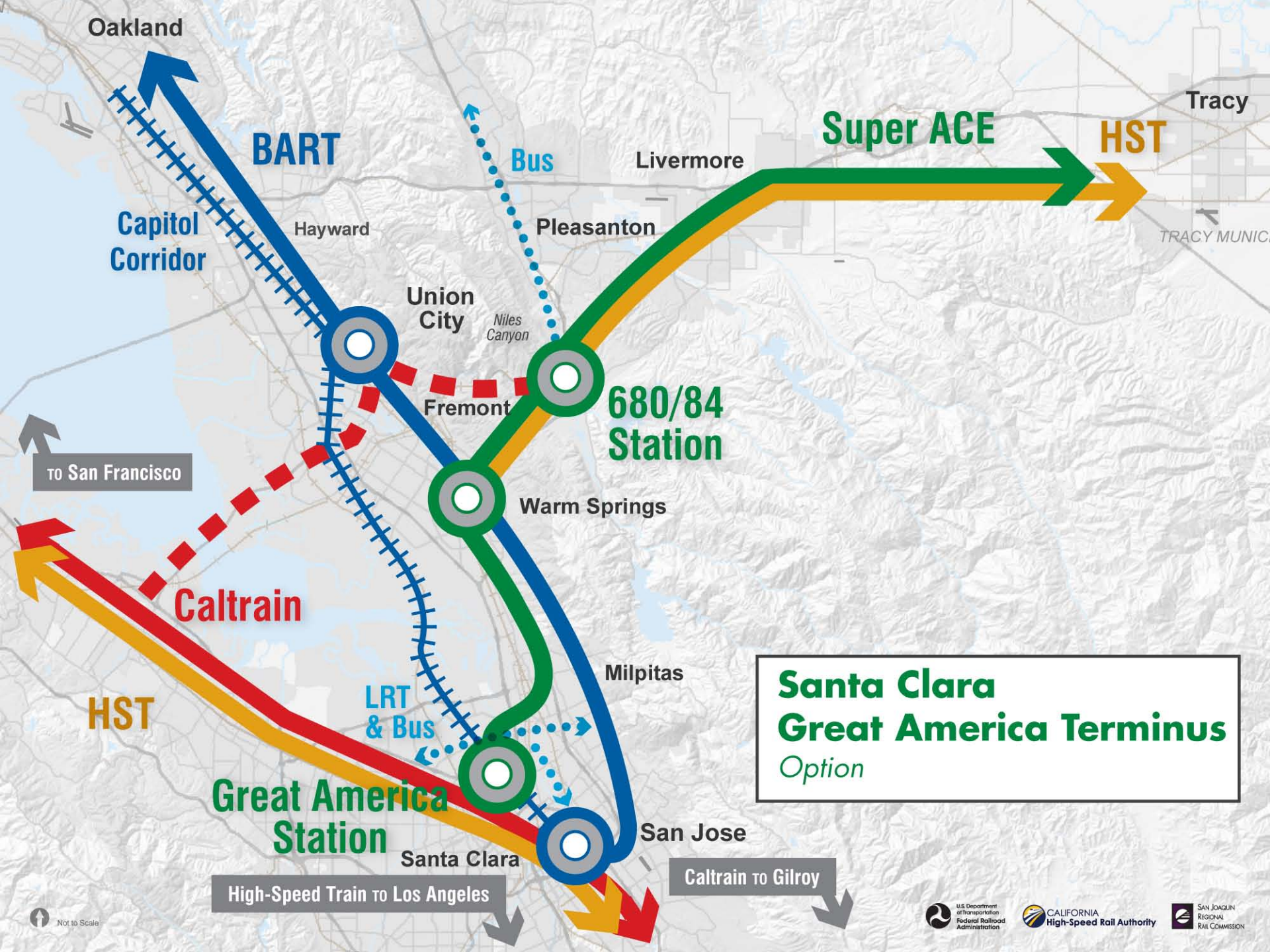


Livermore "Grand Central Station" Terminus Idea

HST: California High-Speed Trains









Potential Train Types—Existing & Interim

- **Flexibility**—Can be operated on non-electrified, as well as electrified, lines
- **Slower top speeds and reduced acceleration performance** as compared with electric



Existing ACE—Diesel Locomotive

- One locomotive per 8 coaches (max.)
- Train length affects acceleration and braking performance
- Top speed: 79 mph



Diesel Multiple Unit (DMU)

- Each train unit is self-propelled
- Performance not affected by train length
- Top speed: 110 mph



Potential Train Types—Long Term

- Altamont EMU and High-Speed Trains—lightweight equipment; electric propulsion on all units
- Rapid acceleration to top speed; not affected by train length or grades below 2.5%
- Both train types would provide comfortable seating, workstations, and food service



Bi-Level Electric Multiple Unit (EMU)

- High capacity
- Rapid boarding
- Typical top speed: 150 mph



High Speed Train (HST)

- Seating arranged for longer trip times
- More accommodation for baggage
- Typical top speed: 220 mph between cities



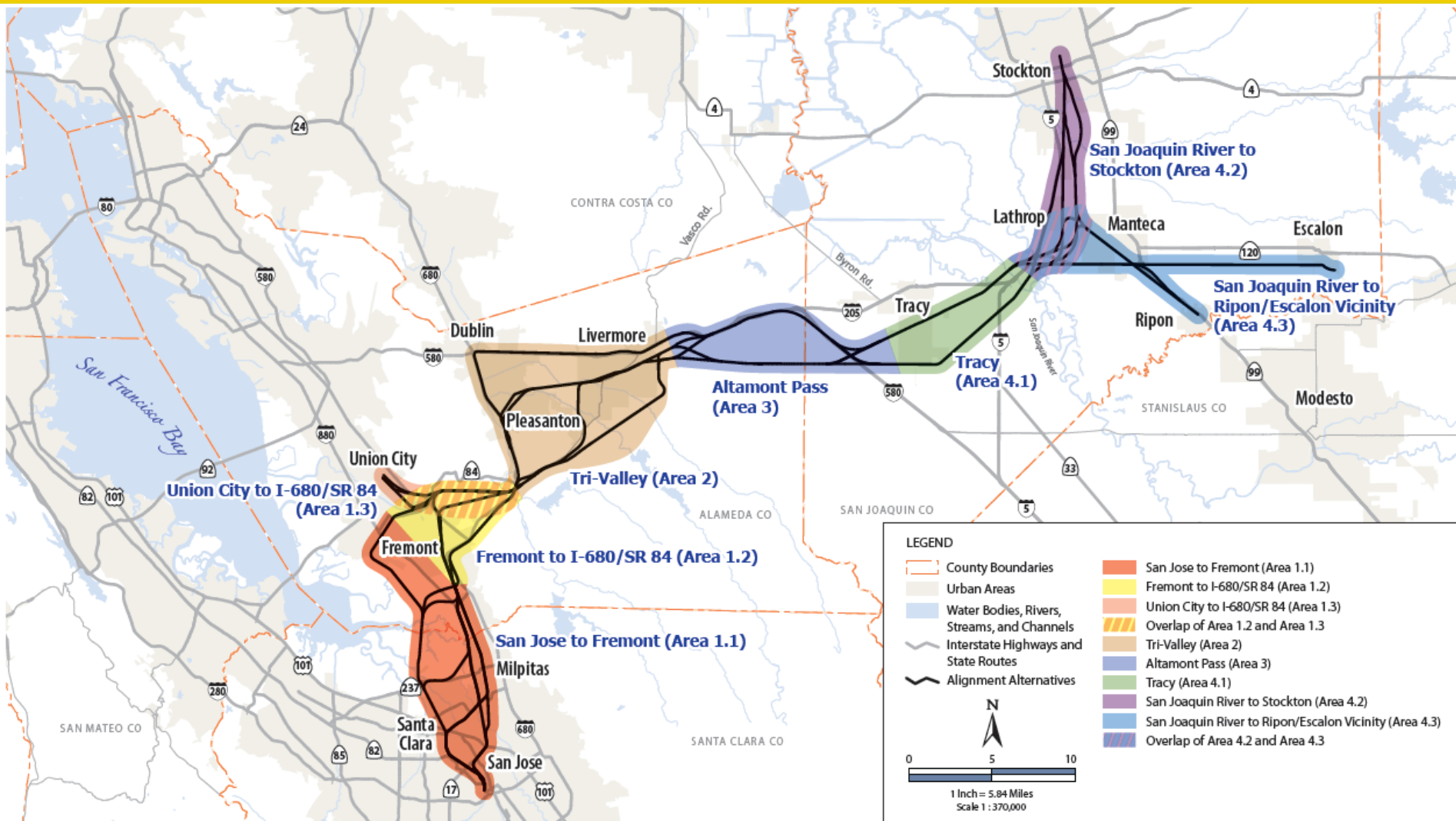
Preliminary Alternatives Analysis

- ❖ Evaluated alignment, station, and design options
- ❖ Initial alternatives presented to Board on May 6, 2010
- ❖ Preliminary Alternatives Analysis includes input and evaluation since May 2010
- ❖ Extensive agency and public outreach





Evaluation Areas





Alternatives Analysis Screening Criteria

❖ Meets Purpose and Need

❖ Design Objectives

- Maximize Ridership/Revenue Potential (time, length)
- Maximize Connectivity and Accessibility (connections)
- Minimize Costs

❖ Feasibility and Practicability

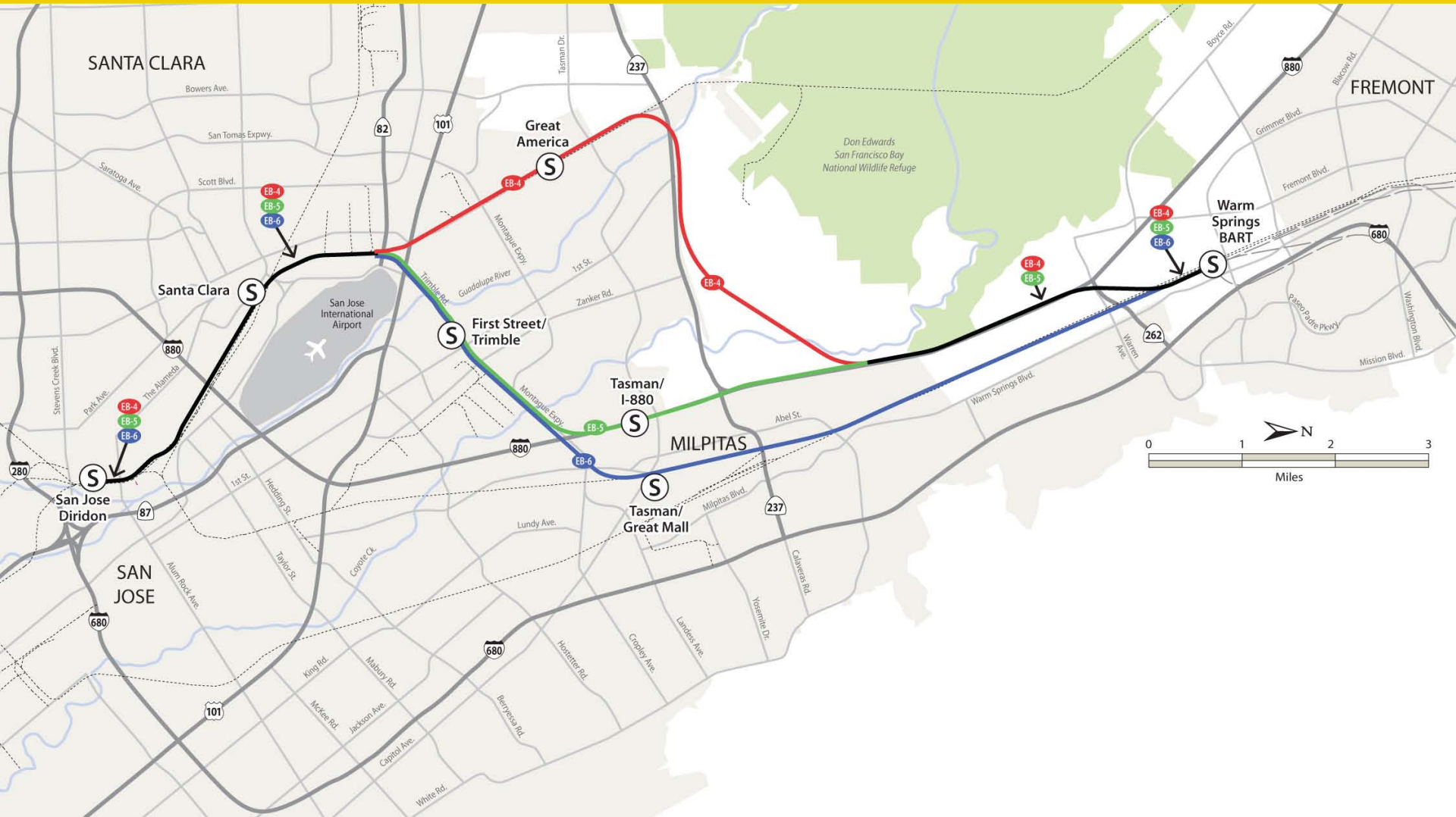
- Constructability
- Right of Way

❖ Environmental Impact

- Natural Resource Impacts
- Environmental Quality



San José to Fremont - Routes and Station Options Recommended to be Carried Forward



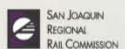


Potential Great America Station

Conceptual Drawing

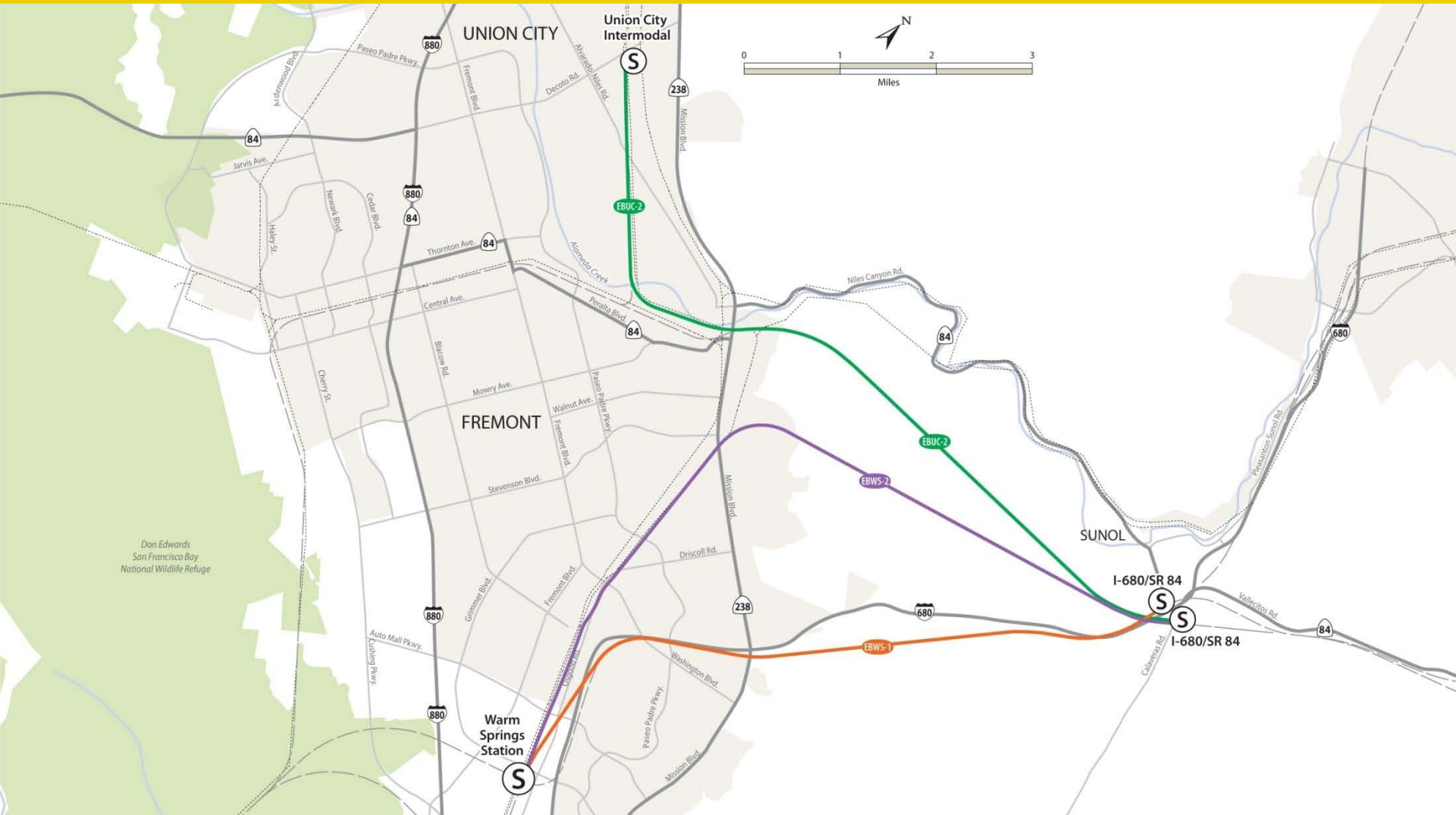


This is a very preliminary draft illustration showing how a station might fit into the landscape in this location. Community input, environmental analysis, planning, design, and engineering will be needed to further develop station plans. Please share your thoughts!





Fremont/Union City to 680/84 Routes and Station Options Recommended to be Carried Forward





Potential 680/84 Freeway Station

Conceptual Drawing

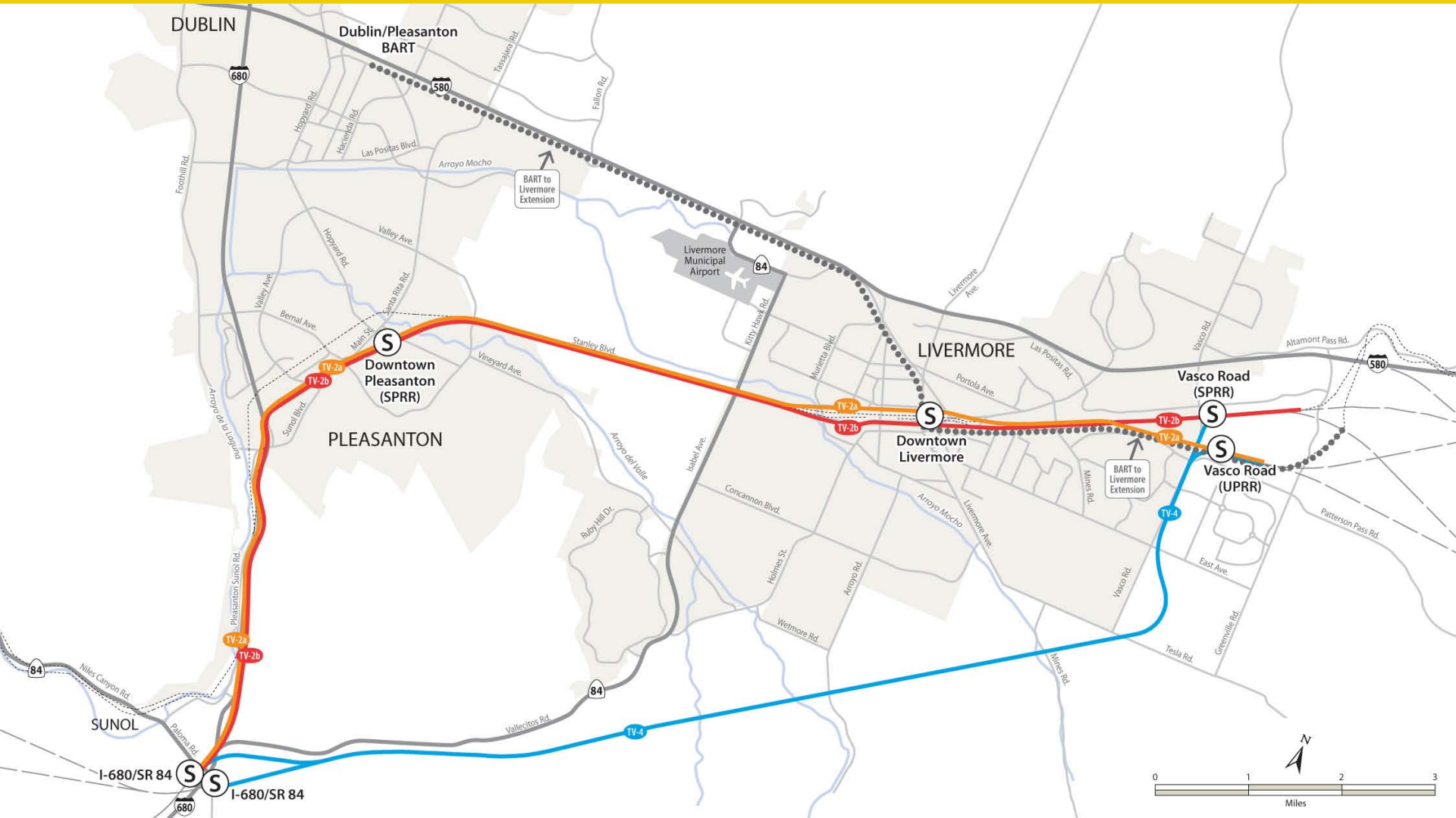


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Tri-Valley Routes and Station Options recommended to be carried forward





Altamont and Tracy Routes and Station Options Recommended to be Carried Forward





Potential Downtown Tracy Station

Conceptual Drawing



Downtown Tracy Station

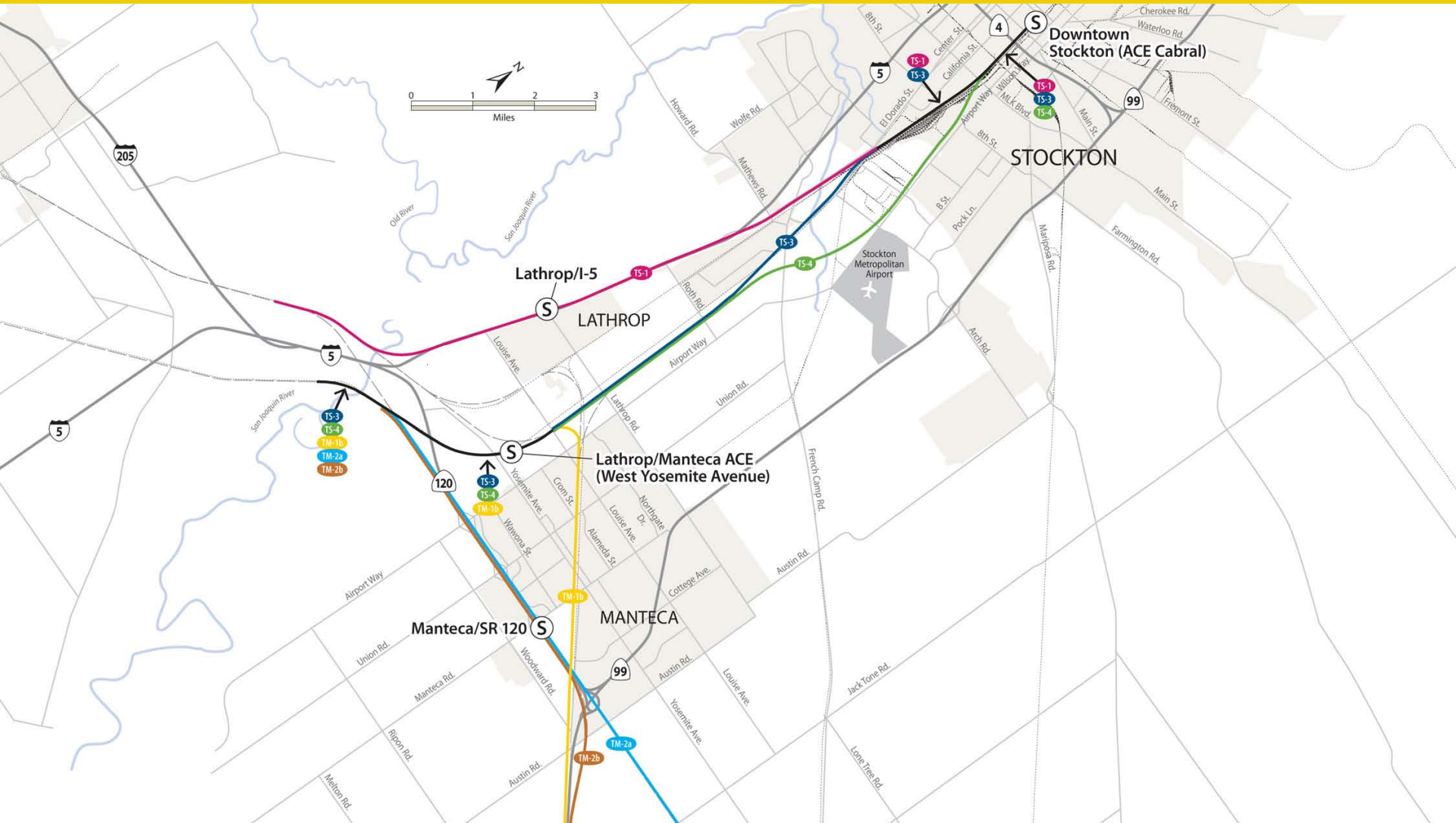
Preliminary Concept Drawing

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Tracy to Stockton and Modesto Routes and Station Options Recommended to be Carried Forward





Potential Lathrop/Manteca Station

Conceptual Drawing

Lathrop / Manteca Station
(existing ACE Station site)
Preliminary Concept Drawing



This is a very preliminary draft illustration showing how a station might fit into the landscape in this location. Community input, environmental analysis, planning, design, and engineering will be needed to further develop station plans. Please share your thoughts!





Potential Manteca SR 120 Station

Conceptual Drawing



Manteca State Route 120 Station **Preliminary Concept Drawing**

This is a very preliminary draft illustration showing how a station might fit into the landscape in this location. Community input, environmental analysis, planning, design, and engineering will be needed to further develop station plans. Please share your thoughts!



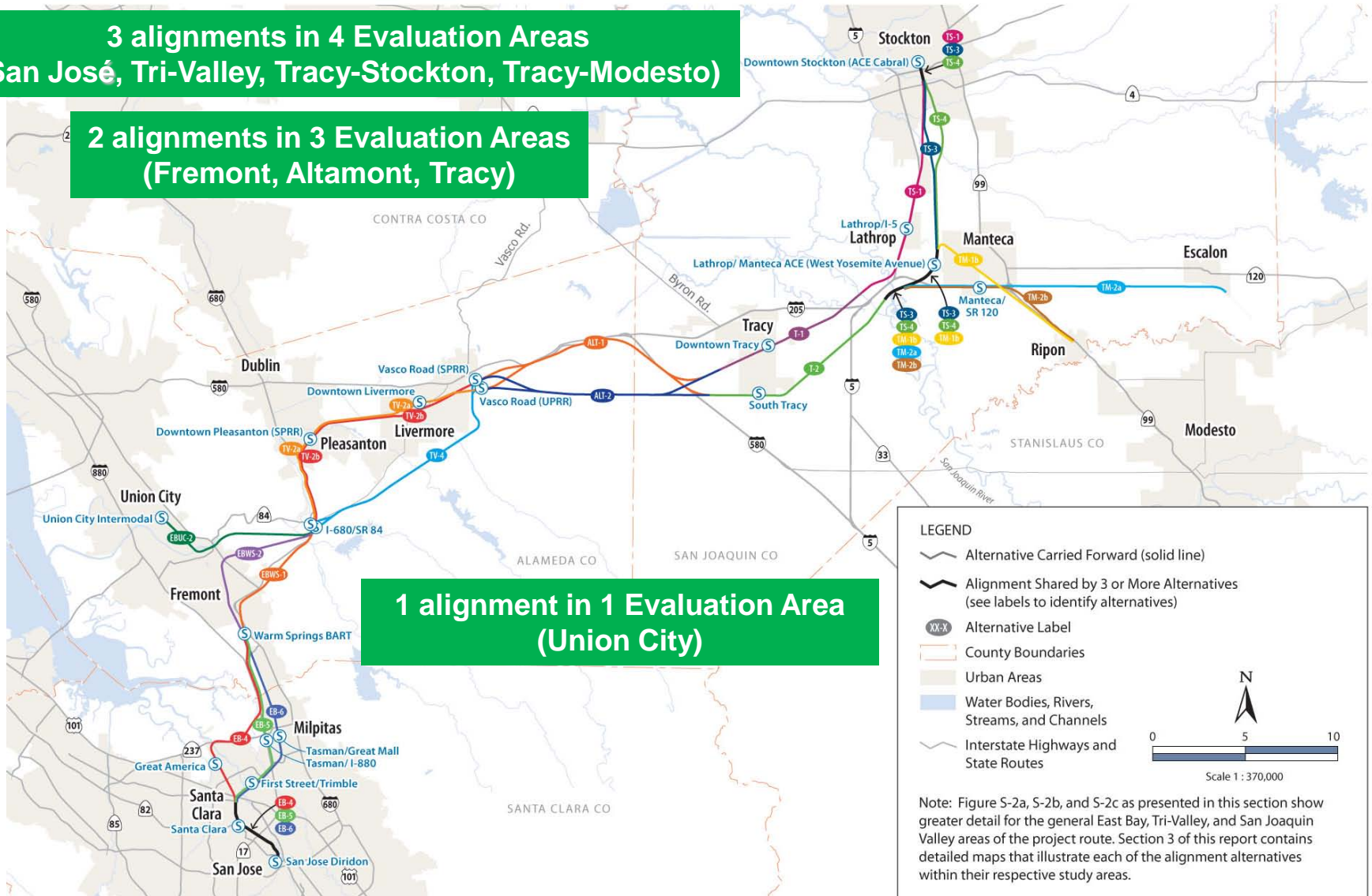


Potential Route Alignments and Station Alternatives Recommended for further Evaluation in EIR/EIS

3 alignments in 4 Evaluation Areas
(San José, Tri-Valley, Tracy-Stockton, Tracy-Modesto)

2 alignments in 3 Evaluation Areas
(Fremont, Altamont, Tracy)

1 alignment in 1 Evaluation Area
(Union City)





Next Steps

- ❖ **Station Design and Area Planning
Public Workshops Sept/Nov 2011**
- ❖ **Supplemental AA (if needed) – 2011/2012**
- ❖ **Preparation of Draft EIR/EIS – 2012**
- ❖ **Final EIR/EIS and Agency Decisions – 2013**
- ❖ **Final Engineering Design – 2013/2014**
- ❖ **Construction Starts on Near-Term
Improvements 2015 (subject to funding)**



Questions and Answers

